

The Times-Dispatch.

PUBLISHED DAILY AND WEEKLY AT
THE
TIMES-DISPATCH BUILDING.

BUSINESS OFFICE, NO. 515 EAST MAIN
STREET.

Entered January 27, 1903, at
Richmond, Va., as second-class
matter, under Act of Congress
of March 3, 1879.

Washington Bureau: No. 501 Fourteenth
Street, Northwest Corner Pennsylvania
Avenue.

Manchester Bureau: Carter's Drug Store,
No. 1102 High Street.

Petersburg Headquarters: J. Beverley Har-
rison's, No. 109 North Sycamore Street.

The DAILY TIMES-DISPATCH is sold
at 2 cents a copy.

The SUNDAY TIMES-DISPATCH is
sold at 5 cents a copy.

The DAILY TIMES-DISPATCH, including
Sunday, in Richmond and Manchester,
by carrier, 12 cents per week or 50 cents
per month.

THE TIMES-DISPATCH, Richmond, Va.

BY MAIL. One Six Three One
Year. Mos. Mos. Mos. Mos.
Daily, with Sun., \$5.00 \$2.50 \$1.25 50c
Daily without Sun., 3.00 1.50 .75 25c
Each copy, 2.00 1.00 .50 25c
Weekly (Wed.), 1.00 .50 .35

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FRIDAY, APRIL 28, 1905.

Relief That Is Only Temporary.

Nature has kindly come to the relief of
Richmond, generously sprinkling the streets
and for the time being abating the dust
nuisance. But nature will not send us a
shower every day, and we cannot rely upon
her to keep the streets free from dust.
In a little while the city will be
dry; the wind will blow, and the dust will
fly again.

But nature gives us a plentiful supply
of water at all seasons and our part is
simply to splash it in the right place.

It is learned from the News of Char-
lotte, N. C., that the local administration
has ordered more than 6,000 gallons
of fuel oil to be used in setting the
dust question, so to speak, in that city.

"The oil will be used in Charlotte as an
experiment," says the News, "as it is
not known yet if it will have the desired
effect on this soil. But the use of oil on
the streets to prevent dust is not an ex-
periment as a general practice, and has
been tried with great success in many
cities. It may work splendidly in Char-
lotte and answer the very purpose for
which it is intended. If the oil proves a
success the outgoing administration will
have a pleasing and lasting memorial to
its public service." There is no doubt
that oil will settle the dust, but it is a
question whether the remedy is not worse
than the disease. There are several things
to be considered: The appearance of
streets saturated with oil, the odor, and
worse than all the trackage. Persons
who walk over greasy streets and then
into the house where there are carpets
leave destruction in their wake.

Richmond might make a few experi-
ments with oil, but water is good enough;
there is no experiment in sprinkling. Coun-
cillman Ferguson has again taken up this
subject and will soon make a proposal
to the Council. He is heartily supported
by some of his associates and there is
promise of relief.

We have good reason to believe that
the Virginia Passenger and Power Com-
pany would render good service in this
direction if the city were a little more
liberal. If the city would only supply the
company with water free of cost, we
believe that the company would make ar-
rangements to sprinkle the streets upon
which its tracks are laid for a distance
of ten feet or more on either side of the
track. We should like to know why this
arrangement cannot be made. The city
pumps are operated by water power and
the additional cost to the water depart-
ment of furnishing the Passenger and
Power Company with free water for
sprinkling purposes ought not to be ma-
terial. The company under its present
management is fair and public spirited and
we doubt not that if the city would furnish
the water the company would distribute it
as generously as possible.

If there is any good reason why such
an arrangement may not be made, we should
like to know what it is. What says Su-
perintendent Bolling?

The South's Monopoly.

Mr. Theodore H. Price, of New York,
will probably be harshly criticized for
statements recently made by him in an
address before the New England Cotton
Manufacturers' Association. He expressed
the opinion that a large proportion of the
agricultural population of Arkansas
in agreeing not to sell cotton below a speci-
fied price or in limiting production was
under the anti-trust laws of the State "guilty
of a conspiracy to defraud." "I call at-
tention to the law," said Mr. Price, "as
it emphasizes the inconsistency of South-
ern protest against trust exactions while
the South is to-day largely engaged in
a futile endeavor to create one of the
most oppressive trusts with which the
world's progress was ever threatened."

We have more than once remarked on
this endeavor to organize a trust in the
South to limit the production of cotton
and control the price as being in conflict
with the spirit of the anti-trust law.

But that is a matter for the courts. We
have also on many occasions expressed
the opinion that such a policy was most
unwise from a purely business stand-
point. Mr. Price expresses the same
view. He thinks it possible that the
South, which now possesses a practical
monopoly of the civilized world's cotton
production, may have to meet African
competition before many years. The
South is abundantly able to produce
enough cotton to supply the whole world
and as long as such a supply is pro-
duced at a reasonable price there will
be no formidable competition for the
South is nature's own cotton field. But

if our planters fail to take advantage
of nature's favor and undertake arbi-
trarily to cut the supply down and put
the price up, it goes without saying that
desperate efforts will be made to produce
cotton in other lands. Great Britain and
other foreign nations have made liberal
appropriations to experiment in cotton
culture in Africa and elsewhere, and the
effort to form a cotton planters' trust
in the South will necessarily have the
effect to spur on these endeavors abroad.

Virginia Railroads.

In reply to the question of a corre-
spondent, there are eighteen counties in
the State of Virginia which have no rail-
roads, namely: Bland, Dickenson, Essex,
Floyd, Gloucester, Greene, Highland,
King and Queen, King George, Lancaster,
Madison, Mathews, Middlesex, Northum-
berland, Rappahannock, Richmond, Staf-
ford and Westmoreland.

In this connection Secretary Upham,
of the State Corporation Commission, has
kindly furnished us with the following
table, showing the counties which have
railroads and the assessed value thereof:

Accomac	1,389,168
Albemarle	491,785
Alleghany	1,302,627
Amelia	234,436
Amherst	63,913
Appomattox	303,938
Augusta	1,484,633
Bath	276,190
Bedford	843,643
Bladen	1,053,786
Botetourt	340,166
Brunswick	20,500
Buchanan	138,027
Buckingham	1,303,325
Caroline	1,400
Carroll	84,227
Charles City	869,320
Charlotte	1,443,579
Chesapeake	28,763
Clarke	58,738
Craig	340,166
Culpeper	148,786
Cumberland	1,053,786
Dickenson	2,243,888
Dinwiddie	91,096
Elizabeth City	91,096
Essex	491,785
Fairfax	496,225
Fauquier	345,721
Floyd	306,935
Franklin	388,086
Frederick	548,187
Giles	696,318
Gloucester	696,318
Greene	6,940
Greensville	375,510
Halifax	1,053,786
Hanover	1,443,579
Henrico	419,421
Henry	297,827
Highland	256,684
Isle of Wight	297,827
James City	256,684
King and Queen	419,421
King George	148,150
King William	148,150
Lancaster	696,318
Lee	375,510
Loudoun	516,410
Louisiana	128,790
Lynchburg	594,717
Madison	506,026
Mathews	828,583
Middlesex	206,214
Montgomery	3,937,997
Nelson	81,927
Norfolk	1,251,901
Northampton	128,790
Northumberland	594,717
Orange	506,026
Pamlico	828,583
Pittsylvania	128,790
Prince Edward	537,651
Prince George	381,861
Prince Anne	419,421
Prince William	148,150
Pulaski	696,318
Rapahannock	1,053,786
Richmond	1,053,786
Roanoke	1,053,786
Rockbridge	1,053,786
Rockingham	1,053,786
Russell	1,053,786
Shenandoah	1,053,786
Smyth	1,053,786
Southern	1,053,786
Spotsylvania	1,053,786
Stafford	1,053,786
Sully	1,053,786
Tazewell	1,053,786
Warren	1,053,786
Warwick	1,053,786
Washington	1,053,786
Westmoreland	1,053,786
Wise	1,053,786
Wythe	1,053,786
York	1,053,786
Total	\$63,299,023

In addition to the steam roads, a num-
ber of counties have electric railway
lines. The following table shows the
counties and the assessed value of the
electric lines therein:

Albemarle	\$ 71,450
Alexandria	216,560
Augusta	10,000
Campbell	184,450
Chesterfield	510,955
Dinwiddie	276,990
Elizabeth City	65,912
Fairfax	104,071
Henrico	1,923,323
Montgomery	14,529
Nelson	16,600
Norfolk	1,618,588
Prince George	72,045
Prince Anne	2,500
Prince William	221,452
Roanoke	235,477
Tazewell	6,450
Warwick	251,859
Total	\$6,455,303

When it is remembered that the rail-
roads of Virginia have been practically
ruined since the war, this is a creditable
exhibit.

Twenty years ago there were no electric
lines whatsoever in the State, and it is
gratifying now to know that the assessed
value of such lines in Virginia is
nearly \$6,500,000. There could be no better
practical demonstration of the progress
and prosperity of Virginia than this de-
velopment in steam and electric lines.
Railroads deal with all the people, and
with all branches of trade and industry,
and their prosperity indicates general
prosperity.

Veterans and the Poll Tax.

To correct an error, which unwittingly
crept into the columns of The Times-Dis-
patch recently, we would emphasize that
only veterans of the war between the
States are exempt from payment of the
poll tax as a prerequisite to voting. VET-
ERANS OF THE SPANISH-AMERICAN
WAR ARE NOT EXEMPT.

Section 22 of Article II of the new Con-
stitution provides that "no person, who,
during the late war between the States,
served in the army or navy of the United
States or the Confederate States or of the
State of the United States or of the

Confederate States, shall at any time be
required to pay a poll tax as a prerequisite
as a right to register or vote."

There is no provision of the Constitu-
tion, however, exempting veterans of the
Spanish-American from the payment of the
capitation tax as a prerequisite to the
right to register or vote.

Is Peace in Sight?

The whole world is standing by wait-
ing for the result of the imminent battle
between the fleets of Russia and
Japan. The strain at St. Petersburg and
at Tokio must be intense. It seems to us
that no matter which way the battle goes,
if either fleet is destroyed peace must
be soon forthcoming. If the Japanese
fleet meets disaster and the Russian
fleet is even partly saved Russia will have
gained an immense advantage and Japan
will be almost at her mercy. If the
Russian fleet is destroyed Russia will
be no worse off so far as the situation
in the East is concerned than she was
before her fleet arrived. But such a
blow would bring her to her knees. It
was recently given out that Russia has
sent to the front, first and last, over
the Siberian Railway, 13,000 officers, 751,
467 men, 146,048 horses and 316,
321 tons of supplies. It is esti-
mated that at least half a million
men have been lost by her since the
beginning of hostilities, while the esti-
mated cost of the war to her in money is
a billion dollars. All of her ships that
were in the Eastern waters have been de-
stroyed and if the fleet now arriving shall
meet with a similar fate, Russia will be
almost compelled to bring the war to a
close upon the best terms she can make
with her adversary.

Monument to Jefferson.

In writing of the proposed monument
to Joseph Jefferson, "J. A. M." in the
News Leader, says:

T. M. Worthing, one of the hundreds of
admirers of the great old actor, suggests
that each of us should contribute a de-
lightful part of the proposed system,
highly original, and not a common one,
and, in his opinion, contribute the price
he paid for his ticket toward building a
monument to Jefferson in the city in
which his great ability was first recog-
nized.

It was in Richmond that Jefferson first
shone with brilliance. It was here that
he began his great career unequalled by
that achieved by any other actor, a
career attained by pure goodness of soul
and sweetness of nature, mingled with
art. A marble statue of him as "Rip-
Van Winkle" would be a fitting and de-
lightful part of the proposed system.

Jefferson's portrayal of the de-
lightful character, contribute the price
he paid for his ticket toward building a
monument to Jefferson in the city in
which his great ability was first recog-
nized.

Though no believer in monuments, this
writer, however, most earnestly second-
s the efforts of Mr. Worthing and of others
who would like to see their picture of
Rip Van Winkle remain with the actor
and with the city as a permanent mem-
orial to the lights as they are
dimmed with the fall of the curtain.

Apparently the Mann law as it stands
is an excellent arrangement for city
liquor dealers and country newspapers.
We have before us an issue of a weekly
containing a list of recent date published
in dry county, containing two and a
half columns or more of advertisements
of liquor-dealers in Richmond, Gordons-
ville and Charlottesville, all calling at-
tention to the fact that they are in com-
pliance with the Mann law and ex-
pressing Richmond News Leader.

That being the case, will our neighbor
explain why the city liquor dealers are all
so much opposed to the Mann law and
Judge Mann's candidacy?

A New York paper is responsible for
the statement that there is scarcely a
family in New York that does not buy
spring water for drinking purposes, and
that's what's the matter with Ramapo.

The literary tilt between Miss Susan
B. Anthony and Mr. Cleveland is very
interesting, or will be if the Sage of
Princeton see proper to answer the great
mild reformer's few remarks.

The President is probably practicing on
bears so as to know how to mediate be-
tween a certain big bear and a little
yellow "varmint" should the job be of-
fered him.

While Indiana is legislating the cigar-
rette out of that State, it might go
bit further and curtail the acreage of the
"literary" crop about half.

Togo and Holstevensky probably want
to give the base-ball reporters a chance
before they get under the big headlines.

It begins to look as if the jury in the
Nan Patterson case will have to find
Caesar Young guilty of suicide this time.

Pollies cool off a little in Virginia to-
wards the shank of the week. Mondays
and Tuesdays are the busy days.

Occasionally the dust is laid and laid
low, but no thanks are due to the city
authorities.

Good Mr. Rockefeller does not like the
way some people try to Gladden him.

The May Campaign.

Editor of The Times-Dispatch:
Sir—No one, of course, in these days
is so enlightened as not to desire the best
advantages for educational opportuni-
ties for whoever will, but the scheme of
education proposed, it is said, by Jeff-
erson in days of yore, and now adopted as
a slogan by prominent educational work-
ers of the State, is a scheme of a
pyramid of public education, narrow-
ing like a pyramid from its founda-
tion to its apex. The scheme is to pass
through layers of education, from the
lowest to the highest, and to pass through
layers of education, from the lowest to
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